

Centerline

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Dist# 84
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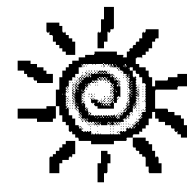
Idaho Traffic Safety Education Journal

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The mission of the Idaho State Department of Education's Driver Education Program is to provide leadership and support to school districts and commercial driving schools to ensure safe, quality traffic safety education and training to all Idaho's eligible students.

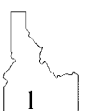


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Kelly's Korner

News from Your Driver Ed
Staff

What's been going on since the last newsletter? Well a lot of things. First and foremost I want everyone to welcome Laura Grimes. She began work here in January as the new Administrative Assistant. Laura has really lightened things up around here. She is always smiling, and has brought an infectious enthusiasm to the SDE. I am really glad to have her here. Our office is now running on all cylinders again and much smoother. Feel free to give her a hello at lkgrimes@sde.idaho.gov.

At the 2005 American Driver and Traffic Safety Education Association (ADTSEA) conference and Association of State Supervisors of Safety and Driver Education (ASSSDE) I met Mark Horowitz of the Moorshire Group. He presented a program that focuses on teen's attitudes and driving. This is an area I think has been somewhat neglected as far as actually measuring and trying to really change. At this year's workshops, each classroom teacher will be given a copy of "The Drive Program", a \$150.00 program, complements of the State Department of Education, Driver Education Division and Idaho Transportation Department, Office of Highway and Traffic Safety. A select group of teachers will be chosen and brought back later in the summer to receive training in becoming trainers for new teachers in how to use the Drive Program. The Drive Program will be able to be used in conjunction with the curriculum addressing the foundations of attitude and responsibility.

We have dedicated a page for teachers here in Centerline. We look forward to hearing from teachers and welcome your comments, suggestions, and news that others can use. All we need now is to hear from you. Send your notes, comments, activities, etc to either Laura or myself at lkgrimes@sde.idaho.gov or kdglenn@sde.idaho.gov or fax them to 208-334-3484.



Hello, I'm Laura- the new DE Admin. I have been with the State since January and prior to that at Hewlett-Packard. I look forward to meeting everyone at the local Workshops. Give me a call if I can help you with any questions.



The Idaho Operation Lifesaver's purpose is to increase public awareness of the potential dangers that exist at highway/rail grade crossings, railroad rights-of-way and trains in general around the State of Idaho.

The Goal is to eliminate injuries and fatalities to motorists, pedestrians and train crews through the use of Education, Engineering and Enforcement.

Last year Operations Lifesaver presentations were given to 299 schools and 7630 driver education students.

In 2005 there were 17,109 driver education students, that's about 45% of our students receiving the message from Operation Lifesaver.

Teachers, use this resource to get information to your students. The message works. In the past 15 years the number of incidents of rail grade crossing has dropped from a high of 66 collisions in 1991, to 21 collisions in 2005, that's a 60% decrease in collisions.

To contact an Operation Lifesaver presenter for your classroom, contact the regional coordinator in your area or the state coordinator:

Region 1— Cd'A/Sandpoint

Phyllis Jay 208-263-8417 x 214
Jonelle Greear 208-772-6055

Region 2— Lewiston/Moscow

Randy Martz 509-758-8389

Region 3— Treasure Valley

Grant Baxter 541-889-6070
June Hickenbotham-Roby 208-468-5580
Carol Gabbard 208-334-0334

Region 4— Magic Valley

Lloyd Overlin 208-733-8188

Region 5— Idaho Falls

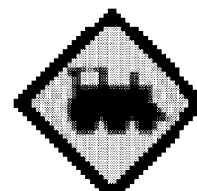
Doug Metcalf 208-529-1350 x1556
Colin Erickson 2 208-359-3008 x 360

Region 6— Pocatello

Open but call Chris Arvas

State Coordinator

Chris Arvas 208-236-5626



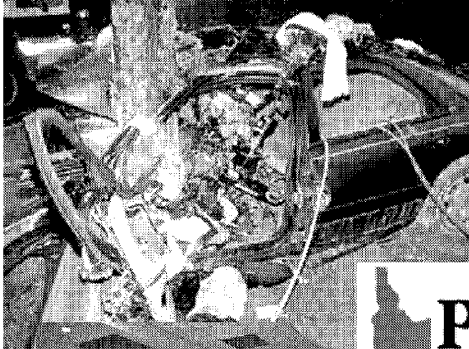
Updated

2006 Spring Workshops For Driver Education and Training

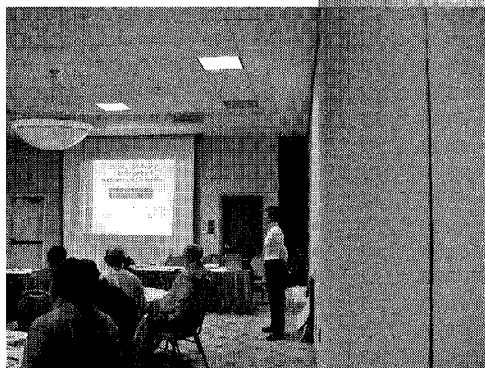
The dates are set for the following locations:

Nampa Hampton Inn (Idaho Center)	March 21-21	442-0036
Idaho Falls Shilo Convention Center	April 10-11	523-0088 - REGISTRATION CLOSED
Pocatello Ameritel Inn	April 13-14	234-7500
Boise Best Western Inn (Airport) Boise	April 17-18 April 19-20	336-8100
Twin Falls Ameritel Inn	April 26-27	736-8000 - REGISTRATION CLOSED
Coeur d'Alene Best Western Coeur d'Alene	May 8-9	765-3200
Lewiston Red Lion Hotel	May 11-12	748-1033

2006 Driver Education REGIONAL WORKSHOPS



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Training seeks to save teen lives

GETTING THERE: Driver's education program alters instruction to help motorists keep safety in mind

By Ben Fletcher Idaho Press-Tribune

NAMPA - Four teenagers have died on Canyon County roads just this year - and driver's education instructors want to stop the trend.

Nampa's Leola Stout has her driver's education students keep a scrapbook about traffic crashes. Stout, who has taught driver's education for the Nampa School District for seven years, said the recent deaths hit some of her students hard. She also plans to use a new program - sponsored by the Idaho Department of Education, Idaho Transportation Department and the Office of Highway Safety - to continue to reach out to teen drivers.

The instruction program is intended to help driver's education teachers bridge the "chasm" between traditional teaching methods and today's youth, described by many instructors who attended a Tuesday seminar as a generation raised on television and video games.

"Teens can learn the technical skills of driving and the rules of the road, but their attitudes can override their knowledge and lead to dangerous behavior," said Kelly Glenn, supervisor of driver's education for the Idaho Department of Education.

Teens have the skills and education to drive safely, and Idaho drivers instructors say the next step is to focus on their attitudes.

Tuesday, some local driver's education teachers were introduced to "The Drive Program," an interactive teaching method meant to help today's prospective drivers pay closer attention and retain more.

According to the program's developer, the Moorshire Group, teens:

- think visually
- have short attention spans
- learn by doing, not by reading
- accept peers before authority
- want it straight
- remember what they come up with, not what they're told
- do not want to be developed

So instead of just textbooks and long instructional movies, the program includes hands-on work and a 67-second video that intends to show "the disconnect between a teen's self perception as a driver and his or her behavior behind the wheel."

Workbook activities give teens certain scenarios, make them write down possible ways to act and also sketch it out. At times, the students become teachers.

"It really gets them ready for something they're going to see in the driver's seat," Stout said.

Part of the problem, Glenn said, is that more teen drivers need to learn that responsibility must come with a driver's license.

"They don't understand life is not a video game," she said. "You don't get an extra life."

Local instructors said the program is another tool they can use to try to prepare teens for life after driver's education.

Instructors can receive the training during eight workshops being held throughout the spring. Stout believes teens can get the message, adding that "I've seen a big change in kids" who take driver's education courses.

Deadly numbers

Highway safety experts say 23 deaths result from 5,000 traffic crashes that involve young drivers each day in the United States.

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March 21, 2006

Attitudes Play Role In Teen Driving Education Programs

By Kiersten Throndsen

NAMPA - Every year about 20,000 teenagers graduate from drivers Ed programs throughout state. They finish all the classroom requirements and log several hours behind the wheel but it still doesn't seem to be enough to keep teens safe on the road. Now an Illinois based company hopes to change that with a new educational tool.

Tuesday afternoon teachers in Nampa got a lesson in attitude adjustment. They learned that when it comes to teaching teenagers how to drive attitude is everything.

"I saw a disconnect between what they were learning and what the main problem was which is attitude. It was really their attitude toward driving, toward invincibility, towards learning, towards driver education," Mark Horowitz Managing Director of the Moorshire Group told KBCI Local 2 News.

Horowitz is the creator of DRIVE, a new education program that both the Idaho Department of Transportation and the Idaho State Department of Education want to start using in driver Ed classes.

"I think attitude and responsibility is probably the biggest thing that has been neglected in driver Ed," Kelly Glenn with the Idaho Department of Education told KBCI Local 2 News.

The program is geared to the 21st century teen with the use of a 67 second video, power point presentation, and scenario solving. The goal: changing teens attitudes before they get behind the wheel.

"We have some students that go through the driver Ed program that could use some attitude adjustment a time or two," said Mike Cunningham.

Cunningham has worked in the Boise School District drivers education program for 25 years.

"It was extremely powerful in my mind. We really did not have anything in our curriculum that would really hit driver education attitudes as much as this would," he said when asked if DRIVE would be an effective tool in the classroom.

It's a program that the instructors hope will translate to their teens, ultimately reducing the number of total teenage driving accidents.

According to the Idaho Department of Transportation, in 2004 drivers 19-years-old and younger accounted for 17% of drivers in all collisions and over 16% of drivers in fatal and injury collisions.

Over the next month several workshops will be held throughout the state so that Idaho's driving instructors can get familiar with the new program.

Currently the program is being used in 12 other states. Kansas, Rhode Island, Hawaii and Indiana, and now Idaho are the only states that have bought the DRIVE program for all driver Ed instructors.

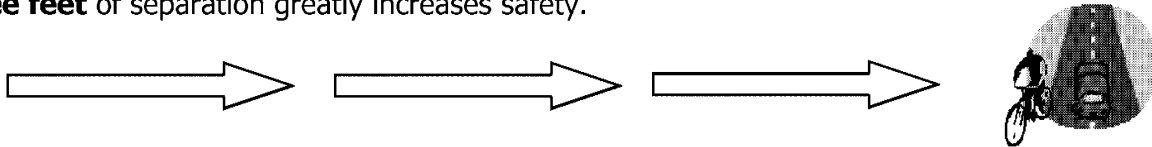
Message from the Office of Highway Traffic Safety, Bike and Pedestrian Safety Coordinator

America is "On the Move"

Many of Idaho's citizens are beginning to understand how important it is to trade their sedentary lifestyles in for an "active living" makeover. We need to get more exercise! Walking and bicycling have been identified as easy and cost-effective ways to increase physical activity and replace many short motor vehicle trips. New programs like Safe Routes to School are encouraging parents to allow their children to bike and walk to and from school instead of riding in the back seat of an automobile. **What this means** to motorists is that they will see more and more people walking and biking along the roadways.

In many of our cities safety (both real and perceived) is still a deterrent. Pedestrian and bicycle advocates believe that there are two primary avenues to increase the safety of non-motorized transportation. The first is to re-engineer roads to include sidewalks for pedestrians and travel-lane room for bicyclists. The second avenue is education for motorists, pedestrians, and bicyclists. Each user group needs to learn the responsibilities and courtesies we must extend to each other when the roadway is not perfectly constructed for everyone's safety needs. Education is a short-term and long-term key to the safety of all road users!

Motorists need training on how to share the road and interact in a safe, respectful manner with pedestrians and bicyclists. Simple things like yielding to pedestrians who would like to cross the road and slowing down in areas where pedestrians are present make a big difference. Also, learning to pass a bicyclist only when it is safe to do so and to give them at **least three feet** of separation greatly increases safety.



Pedestrian and bicycle advocates readily acknowledge that it's not just motorists causing safety problems. It's a two-way street. We need more and better education and training for pedestrians and bicyclists. They need to know the rules of the road and observe their duties and responsibilities also.

Office of Highway Traffic Safety would like to hear from you about how we may be able to assist in improving our driver training to make the streets and roads safer for all users, as well as any ideas on how we can better educate pedestrians and bicyclists. The new *Idaho Bicycling Street Smarts* book will help educate cyclists and motorists who know it's available and take the time to learn. Reaching the rest is difficult. We need your ideas about how to reach *all* road users—motorists, bicyclists, and pedestrians.

Please spend ten minutes to take a brief survey at the Gem State Cycling Alliance web site. Your entry code is "**2006survey**." The survey is open through the month of April. Your next newsletter will have the results.

For more information contact: Mark McNeese, State Bicycle and Pedestrian Coordinator; mark.mcneese@itd.idaho.gov

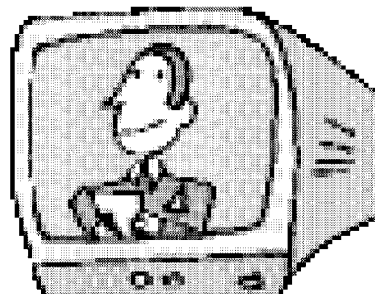
Idaho Teacher's Corner

This page is for you, the teachers of Idaho.

E-mails, letters, concerns, comments, etc. I would like to consider having a letter to the editor/department here. You can send it by mail anonymously if you wish.

Also to be included in this section would be "pull-out" materials, new PEPs, things that can be added to your resources from other teachers.

NEWS YOU CAN USE



Wayne Johnson of **Lake Pend Oreille Dist #84** came up with a great idea to keep student observers engaged while waiting their turn to drive. He calls it "Back Seat Bingo" and uses the game during the 2nd through 44th drives. The goal is to get students to look for and recognize different traffic signs. The two Bingo cards are different and when a student sees the sign they mark their card. At the end of the drive, the student with the most bingos gets a coupon for either Taco Bell or McDonald's, both of which are donated by their local restaurants.



CANYON COUNTY SHERIFF

Chris Smith
Sheriff

Gary Daulon
Chief Deputy

March 30, 2006

Attention!

State Department Of Education
Attn: Kelly Glenn-Specialist
PO Box 83720
Boise, ID. 83720


Kelly:

In regards to Supervised Instruction Permits we continually run into a problem when two different parents sign the "SIP". Perhaps the next time you attend a meeting with driver's education teachers/instructors you can add as part of your discussion the importance of the parent's signature on the "SIP".

The parent that originally takes their child to the local driver's license office to purchase a driver's training permit and signs the SIP as parent or legal guardian should be the very same parent that signs the "certification of completion" on the bottom of the SIP. We frequently run in to a problem when two different parents sign the SIP.

When the student driver comes in to our office to take a written examination and we notice that the parents' signature for Certification of Completion is signed by either the other parent or someone else, we are then required to verify this persons identity and ensure that this person is listed on the child's certified birth certificate. This usually upsets the parent because they were not informed that the signatures should be from the same parent and were not told to bring along the child's certified birth certificate. So when this type of situation occurs we can not allow the student to take his or her written examination. Again this usually upsets the parent who took time off from work or other activities to get this done.

Therefore I would truly appreciate if you could discuss this with your driver's education teachers/instructors to see if they could help us in this particular area.

Sincerely,

Michael S. Sosa
(208) 466-0420

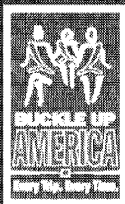
Idaho's Crash Tax

Seat belt usage does not just affect the individual choosing whether or not to buckle up. In addition to the tragic loss of the 106 lives and the devastation of the 446 people who were critically injured in traffic crashes in 2004, none of whom were wearing seatbelts, there comes a substantial societal cost . . . **paid by every one of Idaho's citizens.**

Analysis of Saint Alphonsus Regional Medical Center data, Medicaid, and Catastrophic Health Care Cost Program data provides us with a picture of this cost. *These costs do not take into consideration other factors such as increased rates for auto and medical insurance coverage, and increased charges for medical services, all absorbed by taxpayers.*

- Since July 1, 2003 and including open cases (cases that haven't been settled yet), tax funds for Medicaid paid over **\$7 million** for injuries resulting from traffic crashes.
- Only **20 percent** of crash victims with Medicaid as the primary payer of their medical bills were wearing their seat belts at the time of the crash, compared to 51 percent seat belt use rate among all crash victims hospitalized.
- Due to greater injuries resulting in longer hospital stays, hospital charges for unrestrained occupants averaged **\$10,000 more** than restrained occupants.
- When compared to restrained occupants, unrestrained occupants were:
 - Almost **twice** as likely to die as to be sent home,
 - **1.6 times** as likely to require rehabilitation as to be sent home,
 - **18 times more** likely to be ejected from the vehicle and more than **2.5 times** as likely to sustain more severe injuries.
- The Catastrophic Health Care Cost Program paid **\$1.85 million** for traffic crash victims (excluding motorcycles and recreational vehicles) in fiscal year 2004, seven percent of the total CAT fund expenditures.

Research conducted by Idaho Transportation Department's Office of Traffic and Highway Safety, Jan. 2006.



The Facts To Buckle Up America



www.nhtsa.dot.gov
nhtsa
people saving people

Light-Truck Occupants in Rural Communities — Special Challenges

- Fatal crashes in 2003 involved almost twice as many pickup trucks in rural areas (7,588) compared to urban areas (3,462).¹²
- Safety belt use in pickup trucks is lower in rural areas (62 percent) than in suburban areas (70 percent), but is lowest in urban areas (60 percent). By comparison, safety belt use in other vehicles is higher and more consistent in all three geographic areas: for SUVs and vans: 83, 82, and 85 percent respectively for rural, urban, and suburban areas; and for passenger cars: 76, 81, and 83 percent.¹³
- NHTSA focus group studies of young male pickup truck drivers in rural areas indicated there are numerous obstacles to overcome in convincing these drivers to buckle up. These obstacles include: the false belief that being unbelted in a crash is actually safer than being belted; social norms that discourage belt use; a fatalistic view of life; feeling safer in their trucks versus passenger vehicles; and the belief that wearing a safety belt is a personal choice and should not be mandated by law.¹⁴
- Fatal rollover crashes for all vehicle types are most prevalent in rural areas. See the table below.

Passenger Vehicle Occupants Killed in Rollover Crashes <i>Source: Fatality Analysis Reporting System (FARS) 2003</i>		
Type of Vehicle	Percent "Known" Rural	Percent "Known" Urban
Pickup Truck	83%	17%
SUV	74%	26%
Van	75%	25%
Passenger Car	73%	27%
<i>The percent Known was calculated by omitting the unknown from the overall totals</i>		

- Of the fatalities that occurred in rollover crashes in rural areas, 77 percent of the pickup truck occupants were unbelted and 68 percent of the SUV occupants were unbelted.¹⁵
- In 2003, there were 85 fatalities as a result of passengers riding in the cargo areas of pickup trucks (down from 91 in 2002). Of these fatalities, 55 (or 65 percent) occurred on rural roadways.¹⁶

Safety Belt Use Saves Lives And Dollars

- Safety belts saved 14,903 lives in America in 2003.¹⁷ Unfortunately, 56 percent of the passenger vehicle occupants killed in traffic crashes were unrestrained.¹⁸
- Research shows that lap/shoulder belts, when used properly, reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and the risk of moderate to critical injury by 50 percent. For light-truck occupants, the effectiveness increases to 60 and 65 percent, respectively, and to 80 percent in rollover crashes.¹⁹
- Safety belts should always be worn, even when riding in vehicles equipped with air bags. Air bags are designed to work with safety belts, not by themselves. Air bags provide about an 11 percent reduction in fatality risk for the belted driver, and 14 percent for the unbelted driver in potentially fatal crashes.²⁰
- Safety belt use saves society an estimated \$50 billion annually in medical care, lost productivity, and other injury-related costs.²¹
- Conversely, safety belt nonuse results in significant economic costs to society. The needless deaths and injuries from safety belt nonuse result in an estimated \$26 billion in economic costs to society annually.²²

Child Safety Seats/Booster Seats Help Protect Children

- In 2003, 471 children under the age of 5 died in crashes on our Nation's highways in passenger vehicle crashes. About 158 (34%) of these children were totally unrestrained.²³ More than twice as many children ages 0-4 died on rural roadways than on urban roadways, and almost half of those killed in rural areas were unrestrained. More than twice as many child fatalities also

The Facts To Buckle Up America



occurred for children ages 4 to 7, and two and a half times more child fatalities occurred for children 8 to 15 years old on rural roadways, compared to urban roadways.²⁴

- Research shows that child safety seats reduce fatal injury for infants (less than 1 year old) by 71 percent and toddlers (1-4 years old) by 54 percent in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58 and 59 percent, respectively.²⁵
- Adult safety belt use is an important predictor of restraint use among children. Observations conducted in 2002 showed that young children were restrained 92 percent of the time when the driver was belted and only 72 percent of the time when the driver was not buckled up.²⁶
- Children 12 and younger should be appropriately restrained in the back seat whenever possible, especially in vehicles equipped with passenger air bags. Because of their small stature, children are at high risk for fatal head and spinal cord injury from a deploying air bag in a crash. Owners of pickup trucks and cars with no rear seat or small rear seats that will not properly accommodate child safety seats should have an on/off switch installed for the passenger air bag. The switch should always be turned to the "OFF" position when a child 12 or younger is transported in the front seat. If the vehicle has a passenger air bag but is not equipped with an air bag on-off switch, owners should contact NHTSA at 888-327-4236 and ask for the brochure *Air Bags and On/Off Switches* and an application for getting a switch installed.²⁷
- Children (and adults) should not be permitted to ride in the cargo areas of pickup trucks under any circumstances.

Stronger Safety Belt Laws Can Make a Difference

- Safety belt use laws vary from State to State. A primary safety belt law allows a law enforcement officer to issue a citation solely when the officer simply observes an unbelted driver or passenger. A secondary law means that a citation for not wearing a safety belt can only be written after the officer stops the vehicle or cites the offender for another infraction. Other major variances in the laws include: amount of fines, seating positions covered, and vehicle exemptions. At the time of this publication 22 States, the District of Columbia, and Puerto Rico had primary laws, 27 States had secondary laws, and New Hampshire had no adult law.
- Primary safety belt laws are much more effective in increasing safety belt use, because people are more likely to buckle up when there is the perceived risk of receiving a citation for not doing so. In 2004, the average safety belt use rate in States with primary enforcement laws was 11 percentage points higher than in States without primary enforcement laws — 84 versus 73 respectively.²⁸ Among pickup trucks the rate was 71 percent versus 55 percent respectively (based on 2003 data).²⁹
- Laws making it illegal for children (up to 18 years old) to ride in the cargo area of pickup trucks vary from State to State as well. Some States have laws without exemptions; other States include exemptions such as when all seats are occupied, age specifications, vehicle speed, road type, special events or circumstances, etc.

Law Enforcement Can Make a Difference

- Occupant Protection Selective Traffic Enforcement Programs (STEPs) are periods of highly visible safety belt enforcement campaigns combined with extensive media support. These programs are a proven method to change motorists' safety belt use behavior quickly. Successful Occupant Protection STEP programs have been documented in Canada, Europe, and the United States.^{30 31 32 33}
- While STEP programs are a successful method to increase safety belt use, rural America faces challenges in implementing this approach, especially rural States with secondary safety belt laws. Limited resources, inadequate man power, and lack of community support for strong enforcement leads to decreased participation by rural communities in coordinated national, State, and local safety belt enforcement campaigns.
- Enforcement alone has its limitations for increasing safety belt use. However, enforcement of safety belt laws, combined with intensive media support, is effective in increasing safety belt use because the perceived risk of receiving a safety belt citation is increased. Research shows that people will buckle up if they believe the police are enforcing the law.





Federal law prohibits discrimination on the basis of race, color, national origin, gender, religion, age, disability, political beliefs, sexual orientation, or marital or family status in any educational programs or activities receiving federal financial assistance. (Title VI and VII of the Civil Rights Act of 1964; Title IX of the Educational Amendments of 1972; Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990.)

It is the policy of the Idaho State Department of Education not to discriminate in any educational programs or activities or in employment practices.

Inquiries regarding compliance with this nondiscriminatory policy may be directed to State Superintendent of Public Instruction, P.O. Box 83720, Boise, Idaho 83720-0027, (208) 332-6800, or to the Director, Office of Civil Rights, Seattle Office, U.S. Department of Education, 915 Second Avenue, Seattle WA 98174-1099, (206) 220-7880; FAX (206) 220-7887.